

# CUBAN BATTLES.

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## The Spanish Defeated at Sabana Nerva.

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The Cubans Under Gen. Quesada  
7,000 Strong--The Spaniards  
Under Gen. Letona 3,500.

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## An Entire Battalion of Negro Volunteers Kill their Officers and Go Over to the Cubans.

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From the Correspondence N. Y. Herald.

HAVANA, May 12.

On last Friday night a government steamer arrived here from Nuevitas, loaded with wounded men. A part of these were landed at once and sent to the military hospital, while the balance were taken to the same place in the morning.

the hand the remaining unmarried sisters of King Francis II. of Naples. Three nephews of Pio Nono were in Rome during the fete, and received the sacred unction from his holiness, and the ceremony was made in the list of illustrious visitors, in accordance with the express wish of his Holiness.

**Eight Hundred Thousand Bales.**  
From the New Orleans Times.  
Our estimate made last November of the probable receipts of cotton at the port of New Orleans reached, and we have more than three months to complete the commercial year. The total received by the first of September will not fall short of 530,000 bales. The arrivals lately have been much larger than were expected, and the receipts of the week were three times larger than they were in the same week of last year. On the first of September the value of the total receipts of cotton at the port will reach the enormous sum of over \$10,000,000, and the largest amount ever received at a port on this continent from a single product of the country.







## LOUISVILLE.

FRIDAY, MAY 21, 1899.

## TELEGRAPHIC BRIEVITIES.

Notley goes to England without instructions.

Texas and Mississippi are to vote in September. Grant has yielded it.

The Orangemen are against the disestablishment of the Irish Church.

The Emperor of Austria sanctions the public school bill passed by the Reichsrath.

Rawlins is about to resign and Joe Holt is to succeed him as Secretary of War.

Adherents to Isabella had appeared on the Spanish Cortes. Their number is small.

Castello, the Republican leader in the Spanish Cortes, made a speech yesterday favoring a republic.

There will be a suspension of government business in Washington on May 30th, it being Decoration day.

The editors of St. Louis had a pleasant excursion on the Iron Mountain road yesterday. Everything was lovely.

Colfax was received with honors at Springfield, Illinois. A salute was fired and he was introduced to the Legislature.

The Secretary of the Treasury has directed the Treasurer at New York to sell \$2,000,000 gold per week in lieu of one million hereafter ordered.

New York capitalists are petitioning Bowtell to abandon his present policy, and to sell gold for greenbacks to apply to the purchase of maturing 3-per-cent. certificates.

Shelbarger relieves Harvey as Minister to Portugal at once. As Harvey hasn't been paid for three years, Shelbarger's coming ought to be a source of relief.

The elections in France have caused much disorder, and many persons were arrested. They sang the Marseillaise at Nimes; so they did at Marseilles. It is the chant of liberty.

Grant &amp; Co., fearing the result in the fall elections of their ruling on the eight hours law in government workshops are about to order full wages paid for that work.

## THINGS IN GENERAL.

—Alexander II. has signed the pledge.

—Gounod has been challenged to fight.

—Silk coats are affected by Paris dandies.

—Tom Allen is under bonds not to fight in Ohio.

—Oliver Wyer has returned Water street.

—What on earth—or sea—is the use of Boric?

—The suicide mania is growing like the spring fever.

—Victoria will turn her half century next Monday.

—Velocipedes are to be used in bull-fights at Madrid.

—The spirit of the South—the cotton gin—Lords Courier.

—T. Jenkins is the first passenger by all rail from California.

—The British sociologists are alarmed at the increase of women.

—Miss Ivy brings another batch of 100 servant girls to Canada.

—A Brooklyn velocipedian ran over a boy and broke his leg the other day.

—A family of garbage pickers in New York have ten thousand dollars in bank.

—Chicago proposes to seize Jeddah, flank Russia and become master of Europe.

—Yerdi is to write a grand opera for the "first performance" in the new grand opera-house of Paris.

—The committee of the royal academy exhibition in London rejected 1700 pictures this year.

—Walter Brown thinks of taking his wherry across the water with the Harvard four-oar.

—Grant's new brother-in-law is a widower of sixty, once a Washington correspondent.

—A San Francisco baker blew his head to pieces because his employer refused him a holiday.

—A movement is on foot to abolish corporal punishment in the public schools of New York.

—Mr. Young will now give his entire attention to the pursuit of fortune through the law courts.

—A French artist starved himself to death because he couldn't get his picture hung in the Academy.

—Charles Green is a Texas youth who recently killed his brother-in-law for a debt of thirty cents.

—Charles Reade and Wilkie Collins have been admitted members of the London junior Athenaeum.

—The new official journal of Paris doesn't reach its subscribers until noon of the day of its publication.

—The French Postoffice Department is to use the facsimile telegraph instrument to transmit money orders.

—A Newburyport gardener has ten acres of onions, and estimates that he will walk 1,000 miles in hoeing them.

—The debris of the funeral piles of the Infonesta have been unearthed at Madrid in excavating for improvements.

—The New York Herald's McCracken says Perry has "made Madrid a very hell to every minister he has served in that city."

—A \$100,000 diamond has been found at the Cape of Good Hope. The native who picked it up sold it for 500 sheep, 10 oxen and a horse.

—The neglected condition of the English cemeteries in the Crimea is causing talk. The grave of Captain Hedley Vickers is marked only by a crumbled stone.

—The Duke of Hamilton has been blackballed at the London Jockey Club, and in revenge he threatens to sell all his racing stud and quit the turf.

—The fall is now taken in France on a lease, so to speak, terminable at the end of each year. Three nuns of Paris have just laid it aside for orange blossoms.

—The New York Times shifts all blame from the President for turning anti-peace peacemakers out of office, but thinks it "very disgraceful" in Bowtell.

—A London purveyor has gone to jail for six weeks for having in his establishment a diseased and putrid carcass which it was his intention to put up in the shape of potted beef in nice little cans with attractive labels.

## A Formidable Obstacle—Can it be Operated in Winter.

To the Editor of the N. Y. Tribune:

Sir—An experience of many years in the Rocky Mountains, and of these six winters on the line of the U. P. R. R., convinces me that the present route can never be relied on for a winter route. All those freighters and others who have passed through the country for many years past, are of this opinion, and unite in saying that "the Pacific road of the country must run south of Colorado."

The great cause of trouble on this road arises from the fact that the region is the heaviest of the heaviest winds. These winds are undoubtedly called "hurricanes" in the States. During the entire winter they blow almost without cessation. The snow is very fine, and drifts so thickly into the cuts that a shovel will not remove it. Huge snow-plows are often crushed in ineffectual attempts to force through and it only yields to the stubborn pick of the Irishman. Hundreds can testify to this. When a cut is cleared of snow it gets through. This was of frequent occurrence last winter, and it is now known that the same will be repeated on the line of the road. One instance in particular occurred at the time of the first blockade. At or near Percy Station a cut was cleared of snow, and the train, drawn by two or more engines, which ran back about a mile in order to get back, but, although it was run with all the speed safety would allow, so much snow had again been blown into the cut that the train could not force its way through. Another fact is worthy of special note. The principal trouble was in what is known as the "Elk Mountain Country." Here the road runs for about twenty miles almost parallel with the high range of mountains of which "Elk Mountain" is the most prominent, yet those who live in that country and have done so for years testify that this is one of the mildest winters known there for many years. If a road is blocked for a month in the cold winter, what may we look for in severe ones?

The "Bridge Country," or that portion of the road from Green river to Wahsatch, is usually quite as bad as the Elk Mountain country both as regards snow and wind, but the same mild winter was there in a greater degree. This is on the evidence of old and responsible residents of that section of the country. Owing to the great length of the road, there may be a very mild winter on one part of it and a very severe one on another. Fences will accordingly be built and other precautions taken, and the next winter they will be found to be where they are not needed—the trouble will "break out in a fresh place," where the road is totally unprepared for it. Thus, the first winter the road was running, a distance of three hundred miles on the plains, it was blocked for three or four at one time in Nebraska. The road had not then attracted sufficient travel or notice to cause this fact to be noticed.

It is claimed that fences and sheds will obviate the difficulty entirely. On the Black Hills the company erected costly stone fences, sometimes three, one behind the other, but, so far from being a remedy, the road was blocked for nearly a week at a time. Wooden fences, if high enough to catch any considerable amount of snow, can scarcely be made strong enough to withstand the wind, and, if low and strong, will not protect from snow. Sheds will be broken down by the weight of snow, and the calm districts, and in the region of wind must be made tight like a house, and have doors at each end, or they will fill full of snow. The short tunnel east of Benton filled with snow the same as the cuts. The officers of the road speak as confidently of obviating the difficulties in the future, as they in former years spoke of not meeting them, when warned by those who knew. The employees on the road in the Northern States, say the experience of years there in fighting storms is of no use here.

The writer has no quarrel against the road or any of its officers. One person or relation with which other have always been of the pleasantest nature. Furthermore, disinterested persons must allow that the officers of the road did the best they knew how to do during the blockade, except, perhaps, an exception or two in the case of an irresponsible employee. But he goes to the inevitable conclusion, in the fight against a "Storm in the Rocky Mountains."

J. C. PIERCE.

Wyoming Territory, April 22, 1899.

## A CAPITAL MOVEMENT.

Protection of the Marine Against Fires.

River Piracy, etc.

From the St. Louis Democrat.

The marine interests of St. Louis have heretofore been without an adequate guard against the spread of conflagrations, river piracy, and, in fact, that protection which their magnitude would warrant at the hands of the city through their authorities. The police, so far as possible, have as their limited numbers would warrant, have given their attention and protection to the shipping and endeavored to prevent arson and thieving, while the firemen, in cases of fire, have responded promptly and given their best exertions to stay the devouring element; but, the loss of property and departments have not been able to keep special watch over the long line of steamers, loaded and unloaded, which line the wharf at all seasons.

We are rejoiced to be able to state that a movement is on foot, which promises culmination, which will give such protection to the local marine as its extent warrants.

It is proposed, first, to procure a small iron-clad steamer, with sufficient power to tow the largest sized boats from the wharf in case of a fire among the ships.

Second, A steam-fire engine is to be placed on the steamer, ready for use at a moment's notice.

Third, The boat is to be used to guard the shipping, and ply up and down the river at proper intervals day and night; locomotive head-lights, to be placed forward and amidship, capable of being worked so as almost to illuminate the entire harbor, or darkened at will.

Fourth, Steam to be kept up at all times, and the boat to be ready for any and all emergencies in which it can be of use.

The insurance and marine interests will, probably, furnish the boat; and it is proposed to procure a good one, adapted to the purpose.

The police authorities have manifested their willingness to man the boat in all its workings; men competent and peculiarly fitted for the service, and capable of being also in contemplation to prevent river piracy by the licensing of skiffs and small boats plying in the harbor, every such boat being numbered and registered.

The iron-clad could be made useful in many ways, at all seasons of the year, and would furnish the best protection against such disastrous conflagrations as we have experienced among our shipping in the past, besides being used to clear the harbor of ice in winter.

The plan will probably be carried into effect before long, when proper credit will be given for its originator.

—Those Englishmen who oppose the proposition to legalize marriage with a deceased wife's sister, urge that such a license would result in most horrible jealousy, and that wives would never allow their sisters to visit them when their husbands were at home.

## EVENING

## EXPRESS!

## THE

## BEST AND CHEAPEST

## Newspaper

## PUBLISHED

## Louisville and Nashville

## Memphis and Louisville

## RAILROAD LINE.

## ON and after MAY 2, 1899, trains will run as follows:

Leave Louisville: No. 1, 3, 5, 7, 9, 11, 13, 15, 17, 19, 21, 23, 25, 27, 29, 31, 33, 35, 37, 39, 41, 43, 45, 47, 49, 51, 53, 55, 57, 59, 61, 63, 65, 67, 69, 71, 73, 75, 77, 79, 81, 83, 85, 87, 89, 91, 93, 95, 97, 99, 101, 103, 105, 107, 109, 111, 113, 115, 117, 119, 121, 123, 125, 127, 129, 131, 133, 135, 137, 139, 141, 143, 145, 147, 149, 151, 153, 155, 157, 159, 161, 163, 165, 167, 169, 171, 173, 175, 177, 179, 181, 183, 185, 187, 189, 191, 193, 195, 197, 199, 201, 203, 205, 207, 209, 211, 213, 215, 217, 219, 221, 223, 225, 227, 229, 231, 233, 235, 237, 239, 241, 243, 245, 247, 249, 251, 253, 255, 257, 259, 261, 263, 265, 267, 269, 271, 273, 275, 277, 279, 281, 283, 285, 287, 289, 291, 293, 295, 297, 299, 301, 303, 305, 307, 309, 311, 313, 315, 317, 319, 321, 323, 325, 327, 329, 331, 333, 335, 337, 339, 341, 343, 345, 347, 349, 351, 353, 355, 357, 359, 361, 363, 365, 367, 369, 371, 373, 375, 377, 379, 381, 383, 385, 387, 389, 391, 393, 395, 397, 399, 401, 403, 405, 407, 409, 411, 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